STATE ROUTE 73

TRANSPORTATION CONCEPT REPORT

District 12

The Transportation Concept Report (TCR) is Caltrans' long range planning document for each State Highway Route. The TCR provides information regarding route segments, including planned projects and route development concepts for the next 20 years, and existing and forecasted traffic data. Projects identified in the TCR will require environmental and engineering studies before final approval and are subject to change.

California Department of Transportation
Caltrans Improves Mobility Across California

Approvals:

Ahmed Abou-Abdou
District 12 Acting Deputy District Director
Planning and Local Assistance

5/22/2012
Date

Cindy Quon
District 12 Director

5/24/12
Date

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TRANSPORTATION CONCEPT REPORT
STATE ROUTE 73
SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR
12-ORA PM 10.00/28.02

ABOUT THE TRANSPORTATION CONCEPT

System Planning is Caltrans' long-range transportation planning program. The System Planning process fulfills Caltrans' statutory responsibility as owner/operator of the State Highway System(SHS) as it identifies deficiencies and needed highway improvements (Gov. Code §65086). Through long-term System Planning, Caltrans focuses on maximizing total system benefits and on developing a system that meets the goals of safety, mobility, delivery, stewardship, and service.

The System Planning process is primarily composed of four parts: the District System Management Plan (DSMP), the Transportation Concept Report (TCR), the Corridor System Management Plan (CSMP), and the Transportation System Development Plan (TSDP). The DSMP provides the goals for the development of the SHS within the whole District, the TCR develops the vision for future development of each route in a District, the CSMP develops the vision for future development of those routes which will require active management using strong partnerships with stakeholders, and the TSDP identifies all of the improvements needed within a District to achieve that vision.

TCR Need, Purpose, and Goals

California needs long range planning documents to guide the logical and predictable development of transportation systems as required by law and as necessitated by public, stakeholder and system user needs. There is a need for a focused planning document for each highway route and its corresponding transportation corridor in the state.

The purpose of the TCR is to evaluate current and projected conditions along the route and communicate the vision for the development of each route in each Caltrans District during a 20-25 year planning horizon. The TCR will be developed with the goals of improving mobility, increasing safety, providing excellent stewardship, and meeting community and environmental needs along the corridor through integrated management of the transportation network, including the highway, transit, pedestrian, bicycle, freight, operational improvements and travel demand management components of the corridor.

EXECUTIVE SUMMARY
STATE ROUTE 73
SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR
12-ORA PM 10.00/28.02

State Route 73 (SR 73) originates in the City of San Juan Capistrano at the interchange with Interstate 5 (I-5), traversing northwesterly and roughly parallel to SR 1, I-5 and Interstate 405 (I-405) through the cities of San Juan Capistrano, Laguna Niguel, Laguna Hills, Laguna Beach, Aliso Viejo, Irvine, Newport Beach and Costa Mesa. SR 73 is 18.02 miles in length with the middle section (between Greenfield Avenue in Laguna Hills and MacArthur Boulevard in Irvine) being part of the San Joaquin Hills Transportation Corridor Toll Facility. The existing Level of Service (LOS) for the SR 73 ranges between A and D.

ROUTE CONCEPT

The Level of Service "C" (45+ MPH) standard for SR 73 and other toll facilities is to encourage motorists to use the toll facility instead of a non-toll facility, where the LOS may be significantly worse during peak hours. Motorists will trade the cost of using the toll facility for the travel time savings realized in comparison with using a more congested non-toll route.

CONCEPT RATIONALE

The Route Concept for SR 73 will be to maintain LOS C for toll road segments and LOS D for non-toll segments.

SR 73 will experience increased traffic from regional and interregional growth. Future capital improvement projects will include safety improvements, additional interchanges and roadway widening that will be constructed to complete the build out to the ultimate transportation corridor.

SR 73 serves local and commuter traffic through the cities of San Juan Capistrano, Laguna Niguel, Laguna Hills, Laguna Woods, Aliso Viejo, Laguna Beach, Irvine, Newport Beach and Costa Mesa. SR 73 provides a link that can be used to access the regional and interregional transportation system. In certain segments, SR 73 can be used as an alternate to routes I-5, I-405 and SR 1.

LOS SUMMARY TABLE

Seg	Postmile	Limits	Jurisdiction	2009 Existing # Lanes LOS	2035 No Build # Lanes LOS	2035 Concept # Lanes LOS
1	10.00-11.76	I-5 to Greenfield	San Juan Capistrano / Laguna Niguel / Laguna Hills	6 lanes A	6 lanes C	8 lanes A
2	11.76-16.82	Greenfield to SR 133	Laguna Hills / Laguna Niguel / Aliso Viejo / Laguna Beach	8 lanes A	8 lanes B	8 lanes B
3	16.82-23.43	SR 133 to Bison Avenue	Laguna Beach / Unincorporated O.C. / Irvine / Newport Beach	8 lanes A	8 lanes A	8 lanes A
4	23.43-26.58	Bison Avenue to SR 55	Newport Beach / Costa Mesa	6 lanes D	6 lanes F	8 lanes E
5	26.58-28.02	SR 55 to I-405	Costa Mesa	8 lanes B	8 lanes B	8 lanes B

TRANSPORTATION CONCEPT REPORT
STATE ROUTE 73
SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR
12-ORA PM 10.00/28.02

STATE ROUTE 73 CONCEPT REPORT SEGMENTATION MAP

Segment 5	Segment 4	Segment 3	Segment 2	Segment 1
PM 26.58 - PM 28.02	PM 23.43 - PM 26.58	PM 16.82 - PM 23.43	PM 11.76 - PM 16.82	PM 10.00 - PM 11.76
State Route 55 to Interstate 405	Bison Avenue to State Route 55	State Route 133 to Bison Avenue (Toll Collection Ends)	Greenfield Drive to State Route 133	Interstate 5 to Greenfield Drive (Toll Collection Starts)

10/2011

Caltrans

SEGMENTATION

For the purpose of analysis, State Route 73 (SR 73) was divided into 5 segments based on the following criteria: jurisdiction, intersections with a state highway, changes of Average Daily Traffic (ADT) or Peak Hour traffic volumes greater than 10%, changes in geometric features i.e. number of lanes and/or changes from toll facility to non-toll facility.

ROUTE DESCRIPTION

SR 73 originates in the City of San Juan Capistrano at the interchange with Interstate 5 (I-5). SR 73 traverses northwesterly from its junction with I-5 in San Juan Capistrano running roughly parallel to SR 1, I-5 and Interstate 405 (I-405) through the cities of San Juan Capistrano, Laguna Niguel, Laguna Hills, Laguna Beach, Aliso Viejo, Irvine, Newport Beach and Costa Mesa. SR 73 is 18.02 miles in length with the middle section (between Greenfield Avenue in Laguna Hills and MacArthur Boulevard in Irvine) being part of the San Joaquin Hills Transportation Corridor.

SR 73 passes through Laguna Coast Wilderness Park, where the main line toll plazas are located, and straddles the border of Irvine and Newport Beach providing access to the University of California, Irvine at the Bison Avenue exit. The tolled portion ends at the MacArthur Boulevard exit before continuing into Newport Beach where it provides access to the Orange County (John Wayne) Airport, Fashion Island Shopping Center, and South Coast Plaza in Costa Mesa.

HISTORY

SR 73 was not defined as part of the initial California Freeway and Expressway system of routes in 1934. The route was added to the California Freeway and Expressway System in 1959. In 1963, this route was defined as running segment (a) SR 1 (Pacific Coast Highway) near Corona Del Mar to I-405, Segment (b) I-405 to I-5, in Santa Ana via Main Street. In 1965, chapter 1372 deleted segment (b) thus terminating the route at I-405. Until 1983, this route ran from SR 1 in Corona Del Mar, following the existing Macarthur Boulevard alignment to San Diego Creek in Irvine. In 1983, Chapter 849 changed the origin of the route and modified the routing to be from I-5 near San Juan Capistrano to I-405 via the San Joaquin Hills. It also noted that MacArthur Boulevard from SR 1 near Corona del Mar to San Diego Creek in Irvine shall cease to be a state highway when the SR 73 freeway as described above is completed. This reflected the planned construction of the San Joaquin Hills corridor.

The northern three mile portion of the SR 73 from MacArthur Boulevard to the junction with I-405 was opened to traffic in 1978 and is called Corona Del Mar Freeway. The southern portion from

I-5 and Greenfield Drive in Laguna Niguel to Laguna Canyon Road, State Route 133 (SR133), was opened to traffic on July 24, 1996. The remainder of the toll section from SR 133 to Jamboree Road and the non-toll section from Greenfield Drive to I-5, opened on November 21, 1996.

MASTER PLAN OF ARTERIAL HIGHWAYS

The Master Plan of Arterial Highways (MPAH) was first adopted by the County in 1956. The MPAH was formerly a part of the County of Orange Advance Planning Program (General Plan) Transportation Element, with administration by the Orange County Environmental Management Agency (OCEMA) Transportation Planning Division. The County has been responsible for the MPAH since the 1950s. The MPAH became the cornerstone of the first County Circulation Element initially adopted on August 6, 1974, by the Orange County Board of Supervisors. Since that time, the MPAH has been amended on a regular basis, generally in response to land use policy changes within both incorporated and unincorporated areas of the County. These policy changes are reviewed for impacts on the arterial highway system in order to maintain a balance between the land use and transportation plans. The MPAH has often been looked to as a model of coordinated planning, requiring the cities of Orange County to work cooperatively with the County in implementing a regional transportation system. The MPAH map is a critical element of the overall transportation planning in Orange County because it defines a countywide circulation system in response to existing and planned land uses. (See appendix F)

TOLL ROADS IN ORANGE COUNTY

Studies conducted during the 1970s identified several new corridors that were needed to serve Orange County's booming population. Roughly sketched into county road plans by 1981, the future San Joaquin Hills, Foothill and Eastern Corridors were identified to meet this future traffic demand. Funding to construct these new facilities through traditional means did not materialize. The concept of charging tolls for the proposed roads were first introduced in 1984 and in 1986,– the Foothill/Eastern Transportation corridor Agency and the San Joaquin Hills Transportation Corridor Agency, jointly referred to as the Transportation Corridor Agencies (TCA), were formed by the California legislature to plan, finance, construct and operate Orange County's 67 mile public toll road system. Elected officials from the surrounding cities and county supervisorial districts are appointed to serve on each agency's board of directors. Public oversight ensures that the interests of local communities and drivers are served and that TCA continues to meet the region's growing need for congestion-free transportation alternatives.

The TCA's current 51 miles of toll roads expanded from the initial segment of the Foothill Corridor that was opened in 1993. Sixteen miles of the 67-mile system remain to be constructed, comprising the proposed Foothill Corridor-South, the southerly extension of State Route 241 (SR 241) from its current terminus at Oso Parkway to the junction with I-5 in San Clemente. Once segments become operational, various roadway expansions and improvement projects are required to keep pace with increasing traffic demands and changing conditions, land uses and demographics. These improvements, which comprise the Corridor Improvement Plan (CIP), are all components of the total ultimate build-out of the Toll Road System as envisioned in the respective environmental documentation for each. The ultimate corridors will provide three or four mixed flow traffic lanes plus one High Occupancy Vehicle (HOV) lane in each direction. The CIPs were first developed in the late 1990s and identified the complete list of projects required to attain ultimate build-out of the system. The CIPs have since been updated annually and subdivided into several project categories defined as Near-Term, Mid-Term, Long-Term, and Completed Capital Projects.

The toll facility on SR 73 currently accepts the FasTrak electronic toll collection system, which allows drivers to travel the entire distance of the toll road without stopping, Tolls are collected electronically by reading the transponder mounted on the vehicle. Alternatively, drivers can pay with cash at the toll booths. The current toll at time of writing this report for an automobile, motorcycle or 2-axle truck to use the entire toll portion of SR 73 between Greenfield Drive to the MacArthur Blvd in peak hours is $4.20 one-way.

LAND USE

Orange County encompasses 790 square miles and has a population of 3 million people. For transportation planning purposes, Orange County is considered to be a fully urbanized county. The county is a continuation of the greater Los Angeles metropolitan area with the Pacific Ocean to the west, the Cleveland National Forest to the east, and Camp Pendleton Marine Corps Base to the south. The majority of the land in the county, not within or adjacent to the boundaries of the national forest is developed. The primary land use is residential with pockets of retail commercial, light industrial and professional office space. Industrial and commercial uses usually border freeways and major arterials.

Each city along the SR 73 has its own "downtown commercial area". Large scale institutional uses along the route include the University of California-Irvine, Soka University and Orange Coast Community College. Google, Broadcom, Conexant, and Mindspeed have major employment campuses in close proximity to the route. South Coast Plaza and Fashion Island regional shopping malls, the Newport Coast Beach Areas and the Orange County (John Wayne) Airport are major attractors of SR 73 vehicle trips in Newport Beach, Costa Mesa and Irvine.

PARALLEL ALTERNATE FACILITIES

SR 73 runs in a northwest direction and the parallel highways of significance are I-5, I-405 and SR 1.

TRANSIT SERVICE

Bus

The Orange County Transportation Authority (OCTA) operates 76 fixed route bus lines, encompassing every city in Orange County and operates lines providing service to the Los Angeles County communities of Lakewood, La Mirada, Cerritos, Hawaiian Gardens and Long Beach, along with express service to Los Angeles, Diamond Bar, the San Bernardino County cities of Chino Hills and Chino and the Riverside County cities of Riverside and Corona.

Currently OCTA provides 12 bus routes intersecting SR 73. OCTA also operates bus routes operating on SR 1 and local streets that roughly parallel SR 73. See table 1.3 (appendix F)

Rail

Metrolink, operated by the Southern California Regional Rail Authority (SCRRA) along with Amtrak operated by Caltrans, are the intercity rail service providers in Orange County. Metrolink

is a coordinated effort, made possible by the Los Angeles County Metropolitan Transportation Authority (LAMTA), OCTA, the Riverside County Transportation Commission, San Bernardino Associated Governments and the Ventura County Transportation Commission.

Orange County is served by two Metrolink lines. The Orange County Line provides daily service between Oceanside in Northern San Diego County and Union Station in Downtown Los Angeles. The Orange County Line roughly parallels I-5 and intersects with Jamboree Road west of Walnut Avenue. Amtrak also provides complementing service along the Orange County Line connecting Downtown San Diego with Downtown Los Angeles via the Pacific Surfliner. The Inland Empire – Orange County Line provides service between Oceanside and Riverside/San Bernardino. The San Juan Capistrano and Laguna Niguel/Mission Viejo Metrolink stations provide service to the area near the southern portion of SR 73. See table 1.3 (appendix F)

BICYCLE FACILITIES

There are currently more than 1000 miles of bikeways in Orange County, with roughly another 700 miles that have been planned. The Department coordinates with local and regional agencies to plan, implement and maintain bikeways in those areas where they are allowed on State Right of Way. There are currently no bike facilities on SR 73. The nearest parallel bike facility is SR 1 which has been designated the "California Coast Bicycle Route" by Resolution Chapter 143; however, there are several bicycle facilities adjacent to SR 73. See table 1.1 (appendix B)

Class I – off-street paved bike paths - Off-street paths are facilities on a separate right-of-way from roadways, and are usually shared by bicyclists and pedestrians. Shared paths should not be used as high-speed bikeways, as the safety of the other non-motorized users must be considered.

Class II – on-road striped and signed bicycle lanes - Bicycle lanes are on-street facilities that use painted stripes and stencils to delineate the right of way assigned to bicyclists and motorists, and to provide for more predictable movements by each.
Class III – on-road shared-lane signed bicycle routes - Bicycle routes are signed on-street facilities that accommodate vehicles and bicycles in the same travel lane. Bicycles are permitted on most roadways; however, for safety purposes, signed bicycle routes are often found on streets with lower speeds and traffic volumes.

There are a variety of infrastructure improvements that support bicycling for both commuting and for recreational uses. These include bike provisions at intersections, roadway improvements to reduce bike/vehicular conflicts, lighting, bike parking areas and racks, bike lockers, showers and lockers at employment centers, bike storage areas on Metrolink trains, and bike racks on buses.

PARK AND RIDE TRANSPORTATION CENTERS

The Park and Ride program is an integral operational element of the State Highway System, not just in Orange County, but throughout the region. Park and ride lots encourage car, vanpool and transit ridesharing at the point of departure in order to reduce congestion and improve air quality.

Currently there are two State park and rides in the vicinity of SR 73: a 50-space lot located at 3333 Bear Street in the City of Costa Mesa, and a 40-space lot located at the corner of University Avenue and SR 73 in City of Irvine. See appendix G.

CONTEXT SENSITIVE SOLUTIONS

Caltrans' Director's Policy Number 22 (2001) requires the Department to use "Context Sensitive Solutions" as an approach to plan, design, construct, maintain and operate its transportation system. These solutions use innovative and inclusive approaches that integrate and balance community aesthetic, historic and environmental values with transportation safety, maintenance and performance goals. Context sensitive solutions are reached through a collaborative, interdisciplinary approach involving all stakeholders.

The context of all projects and activities is a key factor in reaching decisions. It is considered for all State transportation and support facilities when defining, developing, and evaluating options. When considering the context, issues such as funding feasibility, maintenance feasibility, traffic demand, impact on alternate routes, impact on safety, and relevant laws, rules, and regulations must be addressed. http://www.dot.ca.gov/hq/oppd/context-solution.pdf

COMPLETE STREETS

Under the guidance of Deputy Directive 64-R1, Caltrans develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian, and transit travel is facilitated by creating "complete streets" beginning early in system planning and continuing through project delivery, maintenance, and operations. Transit options, Park and Ride locations, and safe pedestrian crossings are some examples of efforts to meet these goals. Bicycle riders and pedestrians have a legal right to access most public roads in California as specified in California Vehicle Code (CVC) (Sections 21200-21212), and Streets and Highways Code (Sections 890 – 894.2). Bicyclists, pedestrians, and non-motorized traffic are permitted on all State facilities, unless prohibited (CVC, section 21960). The safety and mobility needs of all who have legal access to the transportation system must be addressed including requirements under the Americans With Disabilities Act of 1990 (ADA). http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets_files/dd_64_r1_signed.pdf

CALIFORNIA COASTAL ZONE

The California Coastal Commission was established by voter initiative in 1972 (Proposition 20) and later made permanent by the Legislature through adoption of the California Coastal Act of 1976. The mission of the Coastal Commission is to protect, conserve, restore, and enhance environmental and human-based resources of the California coast and ocean for environmentally sustainable and prudent use by current and future generations.

The Coastal Commission, in partnership with coastal cities and counties, plans and regulates the use of land and water in the coastal zone. Development activities, which are broadly defined by the Coastal Act to include (among others) construction of buildings, divisions of land, and activities that change the intensity of use of land or public access to coastal waters, generally require a

coastal permit from either the Coastal Commission or the local government. Cities can develop their own Local Coastal Program (LCP) which, once certified, transfers permitting authority from the Coastal Commission to the Cities over most new development. LCPs contain the ground rules for future development and protection of coastal resources. The LCPs specify appropriate location, type, and scale of new or changed uses of land and water. Each LCP includes a land use plan and measures to implement the plan (such as zoning ordinances). Currently the Cities of Dana Point, Laguna Beach, and Huntington Beach have certified LCPs.

In Orange County portions of SR 73 are within California's Coastal Zone; therefore, any project within the Coastal Zone may be subject to the Coastal Commission's laws and regulations.

CLIMATE ACTION PROGRAM

Assembly Bill (AB) 32 (California Global Warming Act of 2006) requires the reduction of greenhouse gas (GHG) emissions to 1990 levels by 2020. Executive Order S-17-06 directs State agencies to begin implementing AB 32 and the recommendations coming from the Climate Action Team (CAT). As a member of the CAT, Caltrans' Climate Action Program promotes clean and energy efficient transportation and provides guidance for mainstreaming energy and climate change issues into its business operations. The framework for this is provided by the Director's Policy 23 (Energy, Efficiency and Conservation) which is intended to implement a comprehensive, long-term departmental energy policy.

Caltrans' Climate Action Program is the result of a collaborative effort working with the various divisions and districts within Caltrans as well as the California Air Resources Board and the CAT to analyze and formulate transportation strategies that provide GHG benefits. The Department's Climate Action Program outlines transportation strategies consistent with the Governor's Strategic Growth Plan that contribute to GHG emission reduction and greening goals in the State.

Governor's Executive Order (EO) S-13-08 signed in November 2008 directs State agencies planning construction projects in areas vulnerable to sea level rise to begin planning for potential impacts by considering a range of sea level rise scenarios for the years 2050 and 2100.

LOCAL DEVELOPMENT/INTERGOVERNMENTAL REVIEW (LD/IGR)

Caltrans District 12 Local Development/Intergovernmental Review (LD/IGR) staff review proposals for Federal, State, and Local planning development activities that have the potential to impact State transportation facilities or other resources under Caltrans' jurisdiction, such as drainage facilities, and to recommend conditions of project approval that eliminate those impacts or reduce them to a level of insignificance. Typically, this involves the review of development proposals in which Caltrans is either a responsible (permitting) or commenting (reviewing) agency, but has no discretionary approval power over the project other than permit authority. LD /IGR staff work cooperatively with local lead agencies and developers in determining the type and level of mitigation needed to offset project impacts. They are also responsible for identifying other functional areas within District 12 that are affected by the proposal, and coordinating the circulation of appropriate documents with other functional areas for review and comment.

FUTURE PROJECTS

Maintenance Station

A permanent Caltrans Maintenance Station will be constructed to serve South Orange County. The Station will be designed to house two maintenance crews, offices, equipment shop and storage on a 3.0- acre lot with 8480 square foot maintenance building.

SR 73 / Glenwood Interchange Improvements

SR 73 at Glenwood Interchange Phase 2 Improvement Project is the second of three planned phases of construction at this interchange. The improvement will provide for traffic movements to and from the south by adding a new northbound off-ramp with toll collection facilities at Glenwood/Pacific Park and will provide a new southbound on-ramp. The new southbound on-ramp is proposed to connect by collector/distributor road into the existing toll plaza at Aliso Creek Road.

SR 73 Main lane Widening

Roadway widening projects representing the complete build-out of the ultimate corridor will be considered as demand warrants.

CONCEPT RATIONALE

The Level of Service "C" (45+ MPH) standard for SR 73 and other toll facilities is to encourage the motorists to use the toll facility instead of a non-toll facility, where the Level of Service may be significantly worse during peak hours.

ROUTE CONCEPT

The Route Concept for SR 73 will be to maintain LOS C for toll road segments and LOS D for non-toll segments. SR 73 will experience increased traffic from regional and interregional growth. Future capital improvement projects will include safety improvements, additional interchanges and roadway widening that will be constructed to complete the build out to the ultimate transportation corridor.

INTERNAL AND EXTERNAL COORDINATION

As part of the development of the TCR, the Department has coordinated with the various jurisdictions located along the SR 73 corridor, including the Cities of San Juan Capistrano, Laguna Niguel, Laguna Hills, Laguna Beach, Aliso Viejo, Irvine, Newport Beach and Costa Mesa, as well as the County of Orange regarding the preliminary report. After a period of review and comment where we received feedback from each city as well as OCTA and TCA, supplemental information was added into the report. Much of the supplemental information was derived from internal documents from the Divisions of Maintenance, Project Development, Programming, Traffic Operations, and Travel Forecasting Unit, and external documents from the Orange County Environmental Management Agency (OCEMA), OCTA, and the Southern California Association of

Governments (SCAG). Coordination with the System Planning Branch was also undertaken to ensure consideration of external issues impacting the document

Segment 1 ~ PM 10.00 – 11.76

Segment 1 originates in The City of San Juan Capistrano and is the southernmost section of SR 73. It extends for 1.76 miles from the I-5 junction to the Greenfield Drive undercrossing and is not part of the San Joaquin Hills Transportation Corridor Toll Facility. Segment 1 passes through cities of Mission Viejo, Laguna Niguel and Laguna Hills; and only the City of Laguna Niguel has a certified LCP.

Primary land uses along Segment 1 are residential with commercial land uses adjacent to the route at the southernmost end. Segment 1 also lies adjacent to the Laguna Niguel/Mission Viejo Metrolink Station.

This segment is a 6-lane freeway that has standard 12 foot lane widths and auxiliary lanes in some areas to ease merging near interchanges. Inside and outside shoulders are 10 feet throughout the segment and the center median is 88 to 99 feet that can be used for future capacity expansions including high occupancy vehicle (HOV) lanes and multipurpose lanes as the future demand for the facility grows. OCTA's Destination 2035 Unconstrained Plan proposes building-out SR 73 to TCA's specifications and adding shadow tolls and additional lanes beyond the TCA build-out.

Planned and programmed Highway Improvement Projects

PM/Location	Improvement	Project Type
10.0-11.76/I-5 to Greenfield Dr.	Stabilize slope and re-vegetate	SHOPP
10.0-11.76/I-5 to Greenfield Dr	Upgrade Highway Planting	SHOPP
Various	Caltrans Maintenance Station	Capital Improvement
Various	Final Phase Widening	Capital Improvement

Segment 1 ~ PM 10.00 – 11.76

NON-MOTORIZED	REGIONAL RAIL
No designated facility	Amtrak and Metro link operates inland with the nearest stations 3-6 miles away in San Juan Capistrano and Laguna Niguel.
PARK and RIDE	**BUS ROUTES**
Nearest facilities are the Laguna Hills Transportation Center and I-5 at Junipero Serra.	OCTA – Routes 85, 91 and 490 cross the SR 73.

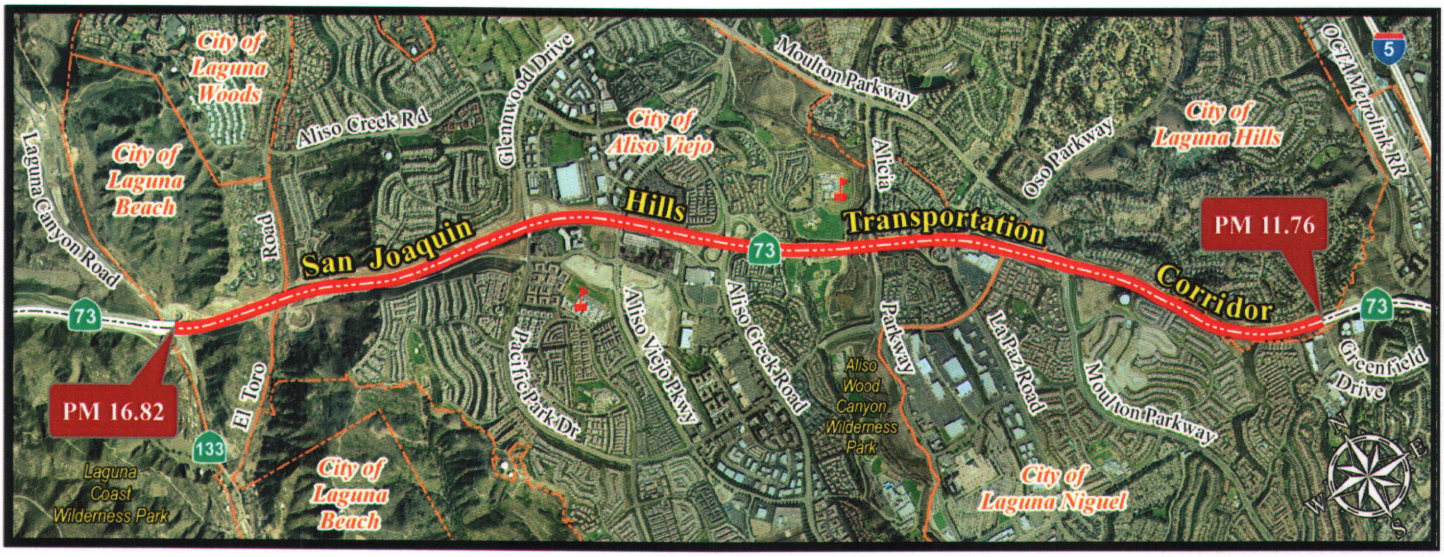
PHYSICAL CHARACTERISTICS		
Direction	**SB**	**NB**
Number of Lanes	3	3
Lane Widths	12'	12'
Inside Shoulder Type	Paved	Paved
Inside Shoulder Width	10'	10'
Outside Shoulder Type	Paved	Paved
Outside Shoulder Width	10'	10'
Sidewalks	No	No
On-Street Parking	No	No
Median Type	Barrier	
Median Width	88-99'	
Terrain	Flat	
Divided / Undivided	Divided	
Posted Speed Limit	65	
Number of Signalized Intersections	0	
Pavement Condition	No Distress Observed	

SYSTEM DESIGNATIONS	
State Scenic Highway	No
MPAH Designation	N/A
Federal Designation	Freeway
Local Coastal Program	Yes

ANNUAL AVERAGE DAILY TRAFFIC	
Current	39,200
2035	70,000
PEAK HOUR VOLUMES	
Current	4,450
2035	7,966
TRAFFIC PROFILE	
Peak Hour Direction Distribution	55%NB
Traffic Growth/Year	3.16%
TRUCKS	
Truck Percentage of ADT	2%
Truck Percentage of Peak Hour	2%
LEVEL OF SERVICE	
2010 (Existing)	B*
2035 (No Build)	C*
2035 (Improved)	N/A
VOLUME/CAPACITY	
2010 (Existing)	0.36*
2035 (No Build)	0.65*
2035 (Improved)	N/A

 *Derived from HCS FREEPLAN 2009

Segment 2 ~ PM 11.76 – 16.82



Segment 2 begins in the City of Laguna Hills extending for 5.06 miles to SR 133 and traverses through the cities of Laguna Niguel, Aliso Viejo, and Laguna Beach.

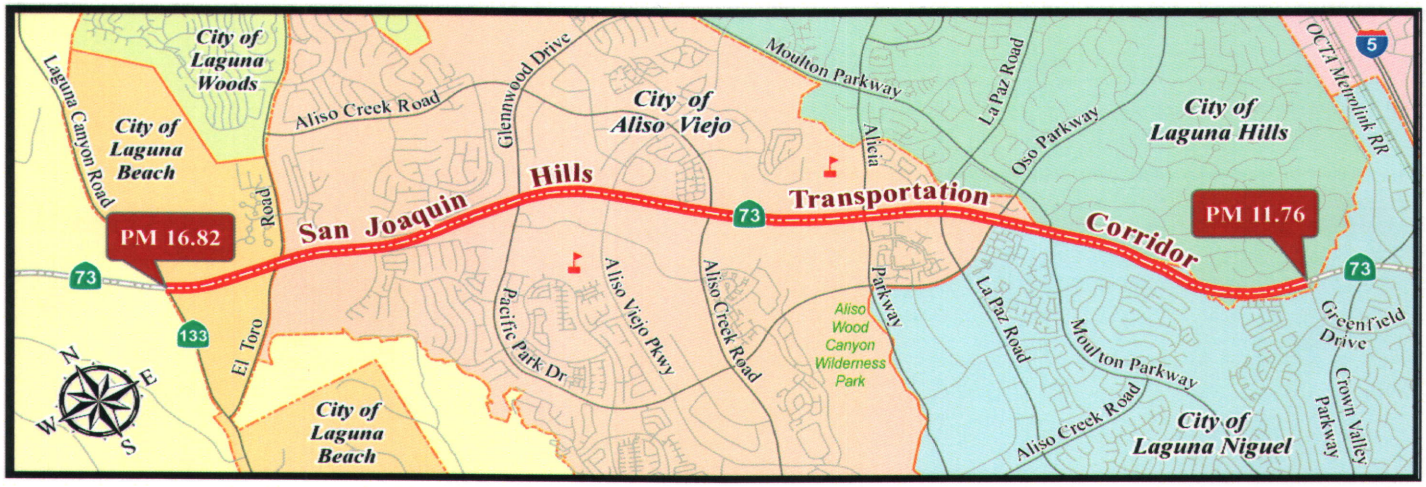
Segment 2 serves residential and commercial land uses in the cities of Laguna Niguel, Laguna Hills, Aliso Viejo, Laguna Beach and Laguna Woods. This segment traverses the Aliso Wood Canyon Wilderness Park and interchanges with SR 133 which provides access to beach areas in Laguna Beach and Crystal Cove State Park. The only section of SR 73 within this segment that has a certified LCP is within the City of Laguna Niguel.

This segment is a six-lane freeway with standard 12 foot lane widths and auxiliary lanes in some areas to ease merging near interchanges. Inside and outside shoulders are 10 feet throughout the segment and the center median is 88 to 99 feet that can be used for future capacity expansions including high occupancy vehicle (HOV) lanes and multipurpose lanes as the future demand for the facility grows. This segment is part of the San Joaquin Hills Transportation Corridor Toll Facility. OCTA's Destination 2035 Unconstrained Plan proposes building-out SR 73 to TCA's specifications and adding shadow tolls and additional lanes beyond the TCA build-out.

Planned and Programmed Highway Improvement Projects

PM/Location	Improvement	Project Type
11.76-16.82/Greenfield Dr to SR 133	Stabilize slope and re-vegetate	SHOPP
11.76-16.82/Greenfield Dr to SR 133	Upgrade Highway Planting	SHOPP
Various	Final Phase Widening	Capital Improvement
15.4/ Glenwood Interchange	Phase II and III	Capital Improvement
16.6-16.98/ El Toro and Laguna Canyon	Interchange Improvements	Capital Improvement

Segment 2 ~ PM 11.76 – 16.82



NON-MOTORIZED	REGIONAL RAIL
No designated facility	Amtrak and Metrolink operates inland with the nearest stations 3-6 miles away in San Juan Capistrano, Laguna Niguel, and Irvine.
PARK and RIDE	**BUS ROUTES**
The nearest facility is the Laguna Hills Transportation Center	OCTA – Routes 87, 89, 90, 187 and 490 cross the SR 73.

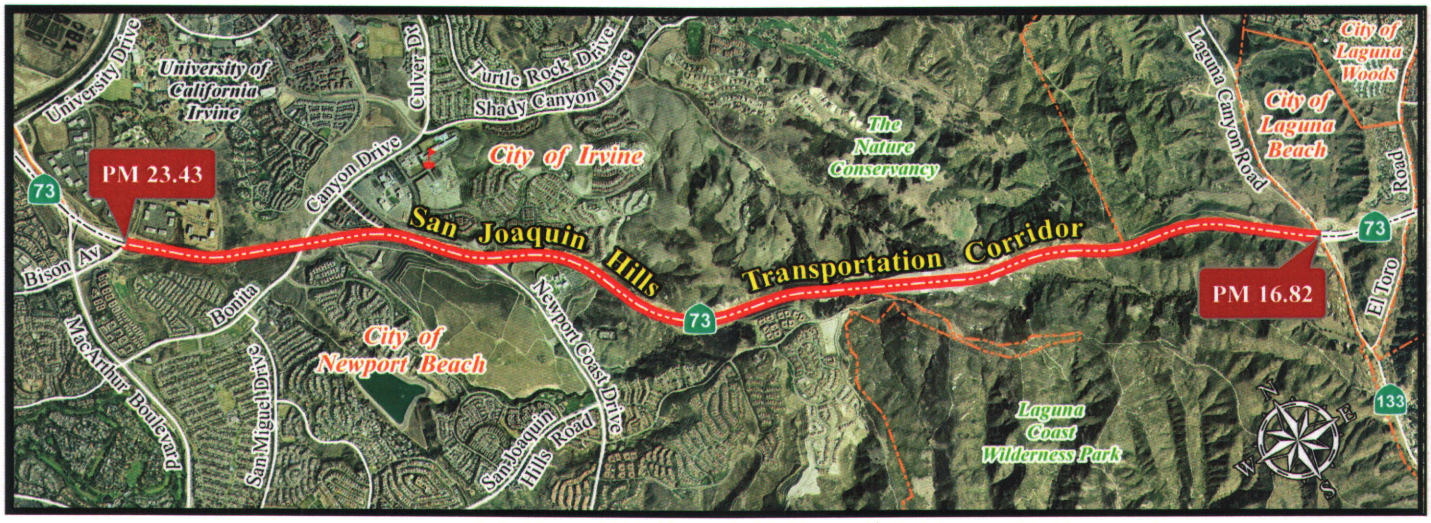
PHYSICAL CHARACTERISTICS		
Direction	**SB**	**NB**
Number of Lanes	3	3
Lane Widths	12'	12'
Inside Shoulder Type	Paved	Paved
Inside Shoulder Width	10'	10'
Outside Shoulder Type	Paved	Paved
Outside Shoulder Width	10'	10'
Sidewalks	No	No
On-Street Parking	No	No
Median Type	Barrier	
Median Width	88-99"	
Terrain	Rolling	
Divided / Undivided	Divided	
Posted Speed Limit	65	
Number of Signalized Intersections	0	
Pavement Condition	Good	

SYSTEM DESIGNATIONS	
State Scenic Highway	No
MPAH Designation	N/A
Federal Designation	Freeway
Local Coastal Program	Yes

ANNUAL AVERAGE DAILY TRAFFIC	
Current	67,000
2035	83,000
PEAK HOUR VOLUMES	
Current	7,500
2035	9,300
TRAFFIC PROFILE	
Peak Hour Direction Distribution	56%NB
Traffic Growth/Year	0.96%
TRUCKS	
Truck Percentage of ADT	2%
Truck Percentage of Peak Hour	2%
LEVEL OF SERVICE	
2010 (Existing)	B*
2035 (No Build)	C*
2035 (Improved)	N/A
VOLUME/CAPACITY	
2010 (Existing)	0.44*
2035 (No Build)	0.55*
2035 (Improved)	N/A

*Derived from HCS FREEPLAN 2009

Segment 3 ~ PM 16.82 – 23.43



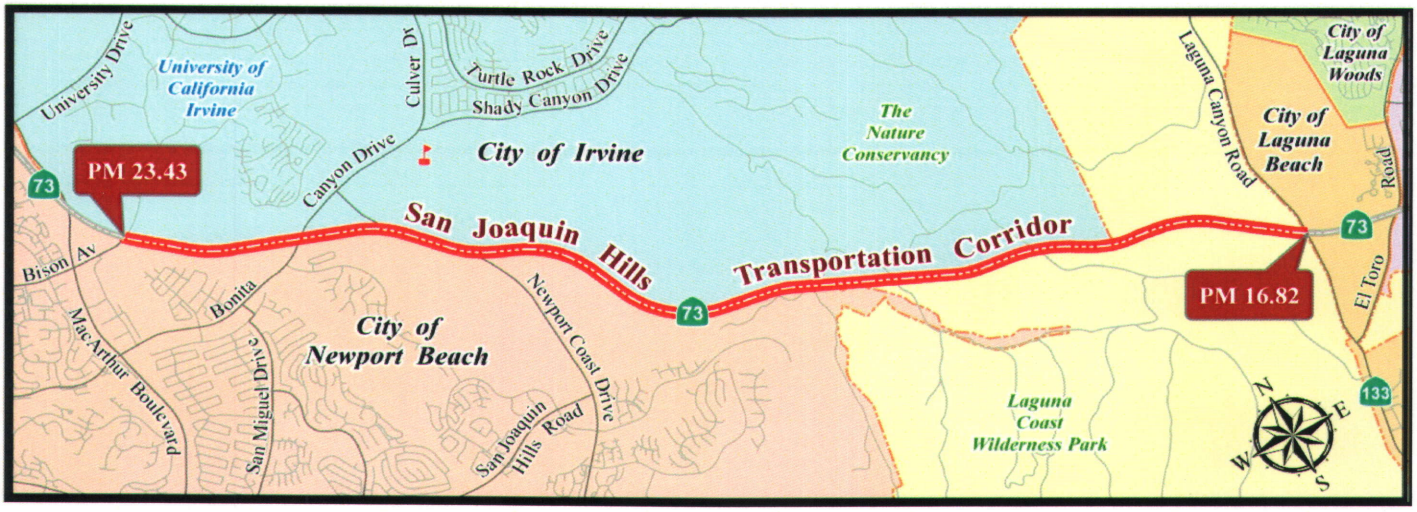
Segment 3 traverses Unincorporated Orange County and the cities of Laguna Beach, Irvine and Newport Beach and extends 6.61 miles from SR 133 to Bison Avenue. Segment 3 is an eight-lane freeway with a 0.45 mile six-lane portion in the northbound direction at the southernmost part of the segment. This segment has standard 12 foot lane widths and auxiliary lanes in some areas to ease merging near interchanges. Inside and outside shoulders are 10 feet throughout the segment and the center median is 88 to 99 feet that can be used for future capacity expansions including HOV lanes and multipurpose lanes as the future demand for the facility grows. This is the last portion of southbound SR 73 that is a part of the San Joaquin Hills Transportation Corridor Toll Facility. OCTA's Destination 2035 Unconstrained Plan proposes building-out SR 73 to TCA's specifications and adding shadow tolls and additional lanes beyond the TCA build-out.

Segment 3 serves the residents, commuters and the tourists and is a critical link for the residents and businesses within the SR 73 corridor. This segment traverses The Nature Conservancy land to the north, Laguna Coast Wilderness Park to the south and serves residential developments of Turtle Rock, Turtle Ridge and Shady Canyon in Irvine and Newport Coast in Newport Beach. Segment 3 also provides access to the University of California, Irvine. The only section of SR 73 within this segment that has a certified LCP is within the Cities of Laguna Beach and Irvine.

Planned and Programmed Highway Improvement Projects

PM/Location	Improvement	Project Type
16.82-23.43/SR 133 to Bison Ave	Stabilize slope and re-vegetate	SHOPP
16.82-23.43/SR 133 to Bison Ave	Upgrade Highway Planting	SHOPP
Various	Final Phase Widening	Capital Improvement

Segment 3 ~ PM 16.82 – 23.43



NON-MOTORIZED	REGIONAL RAIL
No designated facility	Amtrak and Metrolink operates inland with the nearest stations 3-6 miles away in Irvine, Tustin and Santa Ana
PARK and RIDE	**BUS ROUTES**
The nearest facilities are University Park and Ride, and Light of Christ Lutheran Church.	None

PHYSICAL CHARACTERISTICS		
Direction	**SB**	**NB**
Number of Lanes	4	4
Lane Widths	12'	12'
Inside Shoulder Type	Paved	Paved
Inside Shoulder Width	10'	10'
Outside Shoulder Type	Paved	Paved
Outside Shoulder Width	10'	10'
Sidewalks	No	No
On-Street Parking	No	No
Median Type	Barrier	
Median Width	88-99"	
Terrain	Rolling	
Divided / Undivided	Divided	
Posted Speed Limit	65	
Number of Signalized Intersections	0	
Pavement Condition	Good	

SYSTEM DESIGNATIONS	
State Scenic Highway	No
MPAH Designation	N/A
Federal Designation	Freeway
Local Coastal Program	Yes

ANNUAL AVERAGE DAILY TRAFFIC	
Current	67,100
2035	80,000
PEAK HOUR VOLUMES	
Current	7,600
2035	9,044
TRAFFIC PROFILE	
Peak Hour Direction Distribution	57%NB
Traffic Growth/Year	0.76%
TRUCKS	
Truck Percentage of ADT	2%
Truck Percentage of Peak Hour	2%
LEVEL OF SERVICE	
2010 (Existing)	B*
2035 (No Build)	C*
2035 (Improved)	N/A
VOLUME/CAPACITY	
2010 (Existing)	0.44*
2035 (No Build)	0.53*
2035 (Improved)	N/A

*Derived from HCS FREEPLAN 2009

Segment 4 ~ PM 23.43 – 26.58

Segment 4 begins in the City of Newport Beach and traverses through cities of Irvine and Costa Mesa extending 3.15 miles from Bison Avenue to SR 55. Segment 4 is an eight- lane freeway with a 0.45 mile six lane portion in the northbound direction at the southernmost part of the segment. This segment has with standard 12 foot lane widths and auxiliary lanes in some areas to ease merging near interchanges. Inside and outside shoulders are 10 feet throughout the segment and the center median is 99 feet that can be used for future capacity expansions including high occupancy vehicle (HOV) lanes and multipurpose lanes as the future demand for the facility grows. The northbound portion from Bison Avenue to MacArthur Boulevard is a part of the San Joaquin Hills Transportation Corridor Toll Facility. From Jamboree Road to the terminus of the route at the junction with I-405, northbound SR 73 is not part of the San Joaquin Hills Transportation Corridor Toll Facility. OCTA's Destination 2035 Unconstrained Plan proposes building-out SR 73 to TCA's specifications and adding shadow tolls and additional lanes beyond the TCA build-out.

Segment 4 provides access to the University of California at Irvine, John Wayne Airport, the Fashion Island Shopping mall, residential land uses within the City of Newport Beach and Irvine, the Irvine Business Center, the Upper Newport Bay Ecological Reserve and the Newport Business Center. The only section of SR 73 within this segment that has a certified LCP is within the City of Irvine.

Planned and Programmed Highway Improvement Projects

PM/Location	Improvement	Project Type
25.70-26.58/Campus Dr to SR 55	Rehabilitate Pavement	SHOPP
24.1-28.02/McArthur Blv. to I-405	Add HOV/HOT lane and connector	Unfunded
23.43-24.50/Bison Ave to Bonita Cyn Rd	Stabilize slope and re-vegetate	SHOPP
23.43-26.00/Bison Ave to Glenwood Dr	Upgrade Highway Planting	SHOPP

Segment 4 ~ PM 23.43 – 26.58

NON-MOTORIZED	REGIONAL RAIL
No designated facility	Amtrak and Metrolink operates inland with the nearest stations 3-6 miles away in Irvine, Tustin and Santa Ana
PARK and RIDE	**BUS ROUTES**
. The nearest facilities are University Park and Ride, and South Coast Plaza	OCTA – Routes 71, 76, 79 and 178 cross the SR 73.

PHYSICAL CHARACTERISTICS		
Direction	**SB**	**NB**
Number of Lanes	3-4	3-4
Lane Widths	12'	12'
Inside Shoulder Type	Paved	Paved
Inside Shoulder Width	10'	10'
Outside Shoulder Type	Paved	Paved
Outside Shoulder Width	10'	10'
Sidewalks	No	No
On-Street Parking	No	No
Median Type	Barrier	
Median Width	88-99'	
Terrain	Rolling	
Divided / Undivided	Divided	
Posted Speed Limit	65	
Number of Signalized Intersections	0	
Pavement Condition	Good	

SYSTEM DESIGNATIONS	
State Scenic Highway	No
MPAH Designation	N/A
Federal Designation	Freeway
Local Coastal Program	Yes

ANNUAL AVERAGE DAILY TRAFFIC	
Current	171,000
2035	219,000
PEAK HOUR VOLUMES	
Current	11,900
2035	15,300
TRAFFIC PROFILE	
Peak Hour Direction Distribution	60%NB
Traffic Growth/Year	1.12%
TRUCKS	
Truck Percentage of ADT	2%
Truck Percentage of Peak Hour	2%
LEVEL OF SERVICE	
2010 (Existing)	F*
2035 (No Build)	F*
2035 (Improved)	F *
VOLUME/CAPACITY	
2010 (Existing)	1.02*
2035 (No Build)	1.30*
2035 (Improved) Add HOV Lane	1.04*

*Derived from HCS FREEPLAN 2009

Segment 5 ~ PM 26.58 – 28.02

Segment 5 is entirely within the City of Costa Mesa and is the northern most portion of SR 73, extending for 1.44 miles from the SR 55 junction to the junction with I-405. Segment 5 is not part of the San Joaquin Hills Toll Facility and is an eight-lane freeway with standard 12 foot lane widths, 8 to 10 foot inside and outside shoulders and a center median ranging from 42 to 99 feet that can be used for future capacity expansions including high occupancy vehicle (HOV) lanes and multipurpose lanes as the future demand for the facility grows. OCTA's Destination 2035 Preferred Plan proposes adding one HOV lane in each direction between MacArthur Boulevard to the junction with I-405. OCTA's Destination 2035 Unconstrained Plan proposes building-out SR 73 to TCA's specifications and adding shadow tolls and additional lanes beyond the TCA build-out.

Segment 5 serves residential land uses in the City of Costa Mesa, commercial and light industrial land uses along Red Hill Avenue and the South Coast Plaza shopping mall. Current land uses in this segment are primarily near built-out.

Planned and Programmed Highway Improvement Projects

PM/Location	Improvement	Project Type
Various	Rehabilitate Pavement	SHOPP
24.1-28.02/McArthur Blv. to I-405	Add HOV/HOT lane and connector	Unfunded

Segment 5 ~ PM 26.58 – 28.02

NON-MOTORIZED	REGIONAL RAIL
No designated facility	Amtrak and Metro link operates inland with the nearest stations 3-6 miles away in Irvine, Tustin and Santa Ana
PARK and RIDE	**BUS ROUTES**
The nearest facility is South Coast Plaza	OCTA – Routes 55, 57 and 173 cross the SR 73.

PHYSICAL CHARACTERISTICS		
Direction	**SB**	**NB**
Number of Lanes	4	4
Lane Widths	12'	12'
Inside Shoulder Type	Paved	Paved
Inside Shoulder Width	10'	10'
Outside Shoulder Type	Paved	Paved
Outside Shoulder Width	10'	10'
Sidewalks	No	No
On-Street Parking	No	No
Median Type	Barrier	
Median Width	42-99"	
Terrain	Rolling	
Divided / Undivided	Divided	
Posted Speed Limit	65	
Number of Signalized Intersections	0	
Pavement Condition	Good	

SYSTEM DESIGNATIONS	
State Scenic Highway	No
MPAH Designation	N/A
Federal Designation	Freeway
Local Coastal Program	No

ANNUAL AVERAGE DAILY TRAFFIC	
Current	85,000
2035	113,000
PEAK HOUR VOLUMES	
Current	6,200
2035	8,246
TRAFFIC PROFILE	
Peak Hour Direction Distribution	55%NB
Traffic Growth/Year	1.28%
TRUCKS	
Truck Percentage of ADT	2%
Truck Percentage of Peak Hour	2%
LEVEL OF SERVICE	
2010 (Existing)	B*
2035 (No Build)	C*
2035 (Improved)	B*
VOLUME/CAPACITY	
2010 (Existing)	0.46*
2035 (No Build)	0.61*
2035 (Improved) Add HOV Lane	0.49*

*Derived from HCS FREEPLAN 2009

APPENDIX

Glossary of Acronyms

AB – Assembly Bill

ADA – Americans with Disabilities Act

CAT – Climate Action Team

CSMP – Corridor System Management Plan

CVC – California Vehicle Code

DSMP – District System Management Plan

EO – Executive Order

GHG – Greenhouse Gas

HMP – Highway Maintenance Project

I – Interstate

LD/IGR – Local Development/Intergovernmental Review

LOS – Level of Service

MPAH – Master Plan of Arterial Highways

NB – Nortbound

OCEMA – Orange County Environmental Management Agency

OCTA – Orange County Transportation Authority

PCH – Pacific Coast Highway

PID – Project Initiation Document

SB – Southbound

SHOPP – State Highway Operations and Protection Program

SHS – State Highway System

SR – State Route

TCA- Transportation Corridor Agencies

TCR – Transportation Concept Report

TSDP – Transportation System Development Plan

TSM – Transportation System Management

Appendix B
Table 1.1 ~ Bicycle Facilites on SR 73

Segment	State Bicycle Facility								Parallel Bicycle Facility			
	Sub-Segment	Post Mile	Location Description	Access Prohibited	Facility Type	Shoulder Width	Facility Description	Posted Speed Limit	Parallel Facility Present	Name	Location Description	Class
1	A	10.00-11.76	I-5 to Greenfield Drive	Yes	None	8-10'	None	65	Yes	Moulton Parkway	Striped on-road lanes parallel to route approximately 1 mile to the south	II
2	A	11.76-13.43	Greenfield Drive to La Paz Road	Yes	None	8-10'	None	65	Yes	Moulton Parkway	Striped on-road lanes parallel to route approximately 1 mile to the south	II
	B	13.43-16.82	La Paz Road to SR 133	Yes	None	8-10'	None	65	Yes	PCH	Signed on-road facility parallel to route approximately 4 miles to the southwest	III
3	A	16.82-18.69	SR 133 to Toll Plaza	Yes	None	8-10'	None	65	Yes	PCH	Signed on-road facility parallel to route approximately 4 miles to the southwest	III
	B	18.69 - 23.43	Toll Plaza to Bison Avenue	Yes	None	8-10'	None	65	Yes	PCH	Striped on-road lanes parallel to route approximately 4 miles to the south	II
4	A	23.43-24.83	Bison Avenue to Jamboree Road	Yes	None	8-10'	None	65	Yes	San Diego Trail	Paved off-road facility directly adjacent to route	I
	B	24.83-25.55	Jamboree Road to Irvine Avenue	Yes	None	8-10'	None	65	Yes	North Bristol Street	Striped on-road lanes adjacent to route	II
	C	25.55-26.58	Irvine Avenue to SR 55	Yes	None	8-10'	None	65	No	None	None	None
5	A	26.58-28.02	SR 55 to I-405	Yes	None	2-8'	None	65	No	None	None	None

Appendix C
Table 1.2 ~ Pedestrian Facilities on SR 73

Segment	Sub-Segment	Post mile	Location Description	Access Prohibited	Sidewalk Present	Sidewalk Width	Facility Description	Alternate Facility
1	A	10.00-11.76	I-5 to Greenfield Drive	Yes	No	None	No sidewalks present	Moulton Parkway
2	A	11.76-13.43	Greenfield Drive to La Paz Road	Yes	No	None	No sidewalks present	Moulton Parkway
	B	13.43-16.82	La Paz to SR 133	Yes	No	None	No sidewalks present	None
3	A	16.82-23.43	SR 133 to Bison Avenue	Yes	No	None	No sidewalks present	None
4	A	23.43-24.83	Bison Avenue to Jamboree Road	Yes	No	None	No sidewalks present	San Diego Trail
	B	24.83-25.55	Jamboree Road to Irvine Avenue	Yes	No	None	No sidewalks present	North Bristol Street
	C	25.55-26.58	Irvine Avenue to SR 55	Yes	No	None	No sidewalks present	South Bristol Street
5	A	26.58-28.02	SR 55 to I-405	Yes	No	None	No sidewalks present	None

Appendix D
Table 1.3 ~ Transit Facilities

Segment	Mode & Collateral Facility	Name	Route End Points	Stations	
				Locations	Transit Service
1	Rail	Amtrak: Pacific Surfliner	San Diego to San Luis Obispo	San Juan Capistrano and San Clemente	Amtrak, Metrolink, and OCTA
		Metrolink: Inland Empire-Orange County	Oceanside to San Bernardino	San Clemente, San Juan Capistrano, and Laguna Niguel	Metrolink and OCTA
		Metrolink: Orange County	Oceanside to Los Angeles		
	Traditional Bus	OCTA Routes: 85, 91, and 490	Mission Viejo to Dana Point Laguna Hills to San Clemente Laguna Niguel to Aliso Viejo	No stops along route	OCTA
	Park & Ride	I-5 at Junipero Serra Laguna Hills Transpotation Center	N/A	San Juan Capistrano Laguna Hills	OCTA
2	Rail	Amtrak: Pacific Surfliner	San Diego to San Luis Obispo	San Juan Capistrano	Amtrak, Metrolink, and OCTA
		Metrolink: Inland Empire-Orange County	Oceanside to San Bernardino	San Juan Capistrano and Laguna Niguel	Metrolink and OCTA
		Metrolink: Orange County	Oceanside to Los Angeles	San Juan Capistrano and Laguna Niguel	
	Traditional Bus	OCTA Routes: 87, 89, 90, 187, and 490	Rancho Santa Margarita to Laguna Hills Mission Viejo to Laguna Beach Tustin to Dana Point Laguna Hills to Dana Point	No stops along route	OCTA
	Park & Ride	I-5 at Junipero Serra Laguna Hills Transpotation Center	N/A	San Juan Capistrano Laguna Hills	OCTA
3	Rail	Amtrak: Pacific Surfliner	San Diego to San Luis Obispo	Irvine	Amtrak, Metrolink, and OCTA
		Metrolink: Inland Empire-Orange County	Oceanside to San Bernardino	Irvine and Tustin	Metrolink and OCTA
		Metrolink: Orange County	Oceanside to Los Angeles	Irvine and Tustin	
	Traditional Bus	None	None	None	None
	Park & Ride	Newport Beach Transportation Center Light of Christ Lutheran Church University Park and Ride	N/A	Newport Beach and Irvine	OCTA

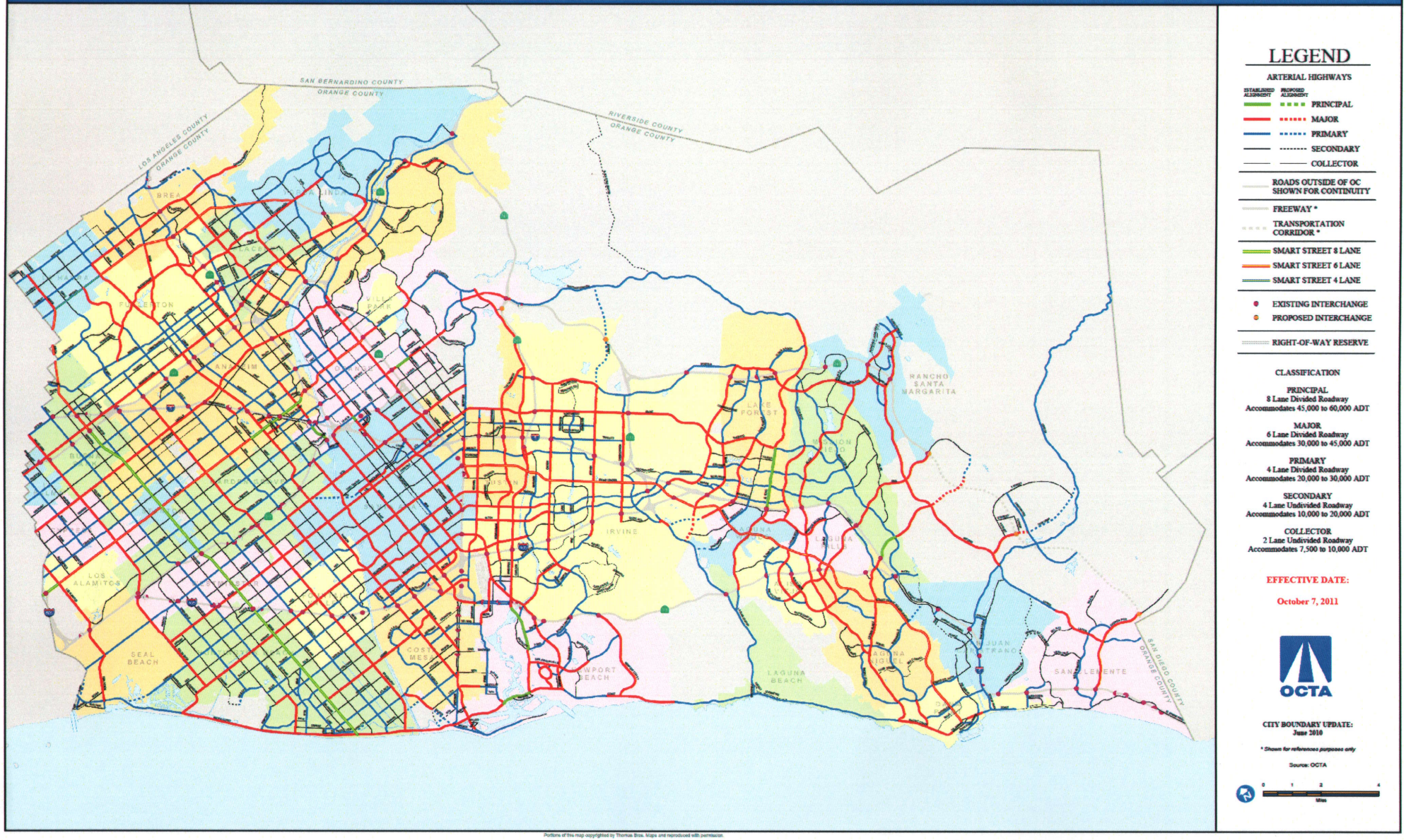
Segment	Mode & Collateral Facility	Name	Route End Points	Stations	
				Locations	Transit Service
4	Rail	Amtrak: Pacific Surfliner	San Diego to San Luis Obispo	Irvine and Santa Ana	Amtrak, Metrolink, and OCTA
		Metrolink: Inland Empire-Orange County	Oceanside to San Bernardino	Irvine, Santa Ana, and Tustin	Metrolink and OCTA
		Metrolink: Orange County	Oceanside to Los Angeles	Irvine, Santa Ana, and Tustin	
	Traditional Bus	OCTA Routes: 71, 76, 79, and 178	Yorba Linda to Newport Beach Huntington Beach to Newport Beach Tustin to Newport Beach Huntington Beach to Irvine	No stops along route	OCTA
	Park & Ride	Newport Beach Transportation Center Light of Christ Lutheran Church University Park and Ride South Coast Plaza	N/A	Newport Beach, Irvine, and Costa Mesa	OCTA
5	Rail	Amtrak: Pacific Surfliner	San Diego to San Luis Obispo	Santa Ana	Amtrak, Metrolink, and OCTA
		Metrolink: Inland Empire-Orange County	Oceanside to San Bernardino	Santa Ana, Orange, and Tustin	Metrolink and OCTA
		Metrolink: Orange County	Oceanside to Los Angeles	Santa Ana, Orange, and Tustin	
	Traditional Bus	OCTA Routes: 55, 57, and 173	Santa Ana to Newport Beach Brea to Newport Beach Huntington Beach to Costa Mesa	No stops along route	OCTA
	Park & Ride	South Coast Plaza	N/A	Costa Mesa	OCTA

Appendix E
Table 1.4 ~ SR 73 Environmental Scan

Segment	Coastal Zone	Cultural Resources	Visual Aesthetics	Geology/ Soils/ Seismic	Floodplain	Hazardous Materials	Air Quality				Noise	Waters and Wetlands	Special Status Species	Habitat Connectivity
							Ozone	PM		CO				
								2.5	10					
1	Medium	Medium	Medium	Medium	Low	Low	High Non-Attainment			Medium Attainment/ Maintenance	Low	Medium	Medium	Low
2														
3														
4			High								Medium			
5														

Appendix F

Master Plan of Arterial Highways



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Appendix G
Park & Ride Facilities

No.	Name	Location
1	Brea Park and Ride	SR-57 @ Lambert Road, Brea
2	South Coast Plaza	Parking structure top level, Costa Mesa
3	King of Glory Lutheran Church	10280 Slater Av, Fountain Valley
4	Mile Square Park	16400 Brookhurst St, Fountain Valley
5	Fullerton Park and Ride	W. Orangethorpe Av & Magnolia Av, Fullerton
6	Golden West Transportation Center	Gothard St @ Center Av, Huntington Beach
7	Jeffrey Road Park and Ride	I-5 @ Jeffrey Rd, Irvine
8	Light of Christ Lutheran Church	18182 Culver Dr @ Sandburg Wy, Irvine
9	University Park and Ride	SR-73 @ University Dr, Irvine
10	Laguna Hills Transportation Center	Paseo de Valencia @ Los Caballeros, Laguna Hills
11	Saddleback Valley Community Church	El Toro Rd and Portola Pkwy, Lake Forest
12	Grace Community Church	26052 Trabuco Rd, Lake Forest
13	West ED	4655 Lampson Av, Los Alamitos
14	Alicia Park	23682 Via Linda @ Alicia Pkwy, Mission Viejo
15	Newport Beach Transportation Center	Avocado Av @ San Joaquin Hills Rd, Newport Beach
16	Lincoln Park and Ride	SR-55 @ Lincoln Av, Orange
17	I-5 at Junipero Serra	I-5 @ Junipero Serra Rd, San Juan Capistrano
18	I-5 at Junipero Serra	I-5 @ Junipero Serra Rd, San Juan Capistrano
19	Good Shepherd United Methodist Church	8152 McFadden Av, Westminster